

NORTHERN IOWA.

BY A PIONEER.

Information for Emigrants.

SECOND EDITION,

Published by the Dubuque Emigrant Association.

DUBUQUE:

W. A. ADAMS, PRINTER, NONPAREIL PUBLISHING HOUSE, 66 MAIN STREET.

1858

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VIEW OF DUBUQUE, IOWA.

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MISSOURI, ILL. & IOWA



DUBUQUE FEMALE SEMINARY.

NORTHERN IOWA.

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CONTAINING

VALUABLE INFORMATION

FOR EMIGRANTS.

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NONPAREIL JOB PRINTING AND PUBLISHING HOUSE, 56 MAIN STREET.

1858.

W. A. ADAMS,
Agent for
EASTERN TYPE FOUNDRIES
AND PRESSES,
NONFARRIL OFFICE.

NONFARRIL OFFICE,
56 Main street,
BOOK & JOB PRINTING
NEATLY DONE.
W. A. ADAMS, PRINTER.

NORTHERN IOWA.

Pre-Emptions.—Lands at Government Price.

The United States Government will dispose of large quantities of lands lying in the Fort Dodge and Sioux City Districts, early in the spring. Most of these lands can be pre-empted at one dollar and twenty-five cents per acre, by actual settlers. Payment can be made at any time within a year of the settlement. The sections alternate to the sections granted to the Dubuque and Pacific Railroad Company, may also be pre-empted, as will be seen by the following decision of the Commissioner of the General Land Office:

"1st. Pre-emption claims upon lands withdrawn from market for railroad purposes, where the settlements were made in good faith with the government before the passage of the law making the grant, and prior to the "definite location" or surveying and staking off of the route of the road, are subject to consummation within the period fixed by law for proving up and entering offered and unoffered lands, at the ordinary minimum of \$1 25 per acre, and payment may be made in specie or with military bounty land warrants.

"2nd. After the survey and staking of any route, the pre-emption right ceases on the railroad sections; but from and after that date the United States' *reserved sections* within the six mile limits of the route are pre-emptible at a minimum of \$2 50 per acre, till the date of final allotment of the alternate sections to which the railroad is entitled.

"3rd. From the date of the final allotment aforesaid, until the date of offering the United States' reserved sections at public sale, pre-emption rights to lands in such sections cannot attach, but after the offering, the reserved sections again become pre-emptible at a minimum of \$2 50 per acre.

"4th. When the \$2 50 minimum attaches, bounty land warrants under the Act of 3rd March, 1855, cannot be used in part payment, there being an express inhibition of such use in the statute; but warrants issued under prior acts of Congress, may be used, one warrant only to be laid on a single pre-emption claim at the rate of \$1 25 per acre, and the balance required to make up the \$2 50 to be paid in specie."

Fuel—Wood and Coal.

Iowa contains more coal than any State in the Union. Nearly two-thirds of the entire State is a vast coal field. In going west, we first strike it on the Iowa River, 135 miles west of Dubuque; next on Boone River, thirty miles beyond. It is found on the Des Moines, the Big Sioux, and all the principal streams. No attempt has been made to strike it on the intervening prairies, but there is no doubt of its existence there, and that it can be found by digging. It is cheaper to haul coal five miles than to cut wood on the farm. Timber can be had in the vicinity of the streams and in the eastern portion of the State. As far west as the Des Moines River there is plenty of wood for all purposes; but there is a deficiency beyond. The reason of this is, that the farther west you go the richer are the prairies and the larger the grass; the annual prairie fires prevent the growth of timber.

Dr. Owen, in his Geological Report of Iowa, on page 98, in speaking of the great coal field of Iowa, says:—

“Of this coal field, (in Iowa alone, not including its extension south into Missouri,) the dimensions are as follows: Its average width, from east to west, is less than two hundred miles; its greatest length, from north to south, about one hundred and forty miles; its contents, about 25,000 square miles.”

Dr. Owen admits that the northern and western boundaries of the coal field were very indefinitely located by him. It has since been proved to extend much farther. He makes no mention of its extent in a north-westerly direction to the Sioux River; but several mines have been discovered on the river during the past summer. The area of the coal field might be safely put down at 35,000 square miles, instead of 25,000. The northern portion will be more valuable than any other, in consequence of its proximity to Minnesota and other Territories lying north of Iowa, which must always be tributary to Iowa, as New York and New England are tributary to Pennsylvania. After other States have paid millions of dollars to Iowa for coal, the quantity will not be materially diminished.

The old men of New York and New England, who cleared away the heavy forests, now warm themselves by Pennsylvania coal. The latter State sells annually many millions of dollars worth of coal to her neighbors. Iowa will not have to wait for the country to be cleared of timber and stumps, its coal will be in demand at once.

AGRICULTURAL CHARACTERISTICS OF THE GREAT IOWA COAL FIELD.—We copy the following from the report of Dr. Owen, U. S. Geologist, which, from its impartial source, must be regarded as good authority:—

"The carboniferous rocks of Iowa occupy a region of country, which, taken as a whole, is one of the most fertile in the United States. No country can present to the farmer greater facilities for subduing, in a short time, wild land. Its native prairies are fields, almost ready made to his hands. Its rich, black soil, scarcely less productive than that of the Cedar Valley, returns him reward for his labor an hundred-fold. The only drawback to its productiveness is that, on some of the higher grounds, the soil, partaking of the mixed character common to drift soil, is occasionally gravelly, and that, here and there, where the upper members of the coal measures prevail, it becomes somewhat too silicious. The rural beauty of this portion of Iowa can hardly be surpassed. Undulating prairies, interspersed with open groves of timber, and watered with pebbly rocky-bedded streams, pure and transparent; hills of moderate height and gentle slope; here and there, especially towards the heads of the streams, small lakes, as clear as the rivers, some skirted with timber, some with banks formed by the green sward of the open prairie;—these are the ordinary features of the pastoral landscape. For centuries the successive natural crops of grass, untouched by the scythe, and but very partially kept down by the pasturage of buffalo and other herbivorous animals, have accumulated organic matter on the surface soil to such an extent, that a long succession, even of exhausting crops, will not materially impoverish the land. The prairie sod, matted and deep-rooted, usually requires from six to eight yoke of oxen to effectually break it up. The future farms of Iowa, large, level, and unbroken by stumps or other obstruction, will afford an excellent field for the introduction of mowing and reaping machines, and other improved implements calculated to save the labor of the husbandman; and which, in new countries reclaimed from the forest, can scarcely be employed until the first generation shall have passed away."—*Owen's Geolog. Rep. of Iowa*, p. 100.

Homestead.

The homestead is exempt from sale on execution. If within a town plat, it must not exceed half an acre; if not in a town plat, it must not exceed forty acres. But if, in either case, its value is less than five hundred dollars, it may be enlarged until its value reaches that amount. There is no limit to the value, except that it must not include more than one dwelling-house, barn and workshop.

Lumber.

The market at Dubuque is well supplied with lumber from the Wisconsin pineries. Prices range from \$15 to \$40 per thousand feet, according to quality. Lumbering is perhaps the largest business done in Dubuque. Pine lumber is the leading article of freight on the Dubuque and Pacific

Railroad. There are several establishments in Dubuque where doors, sash and blinds are made, and flooring dressed. There are portable saw-mills in almost all groves in the interior counties, that are used for the purpose of sawing oak, black and white walnut, and other varieties of timber. These kinds of lumber usually sell at from \$15 to \$20 per thousand. As the railroads progress westerly from Dubuque, the demand for lumber will be greatly increased; additional mills will soon become necessary at Dubuque. There are many sites that can be occupied for that purpose, where logs can be floated from the Mississippi into secure quarters, and which will afford the mill owners the advantage of the market in Dubuque, and also be connected by the railroads with the interior. The advantages of such sites are obvious.

PRICE LIST, adopted by the Lumber Dealers of Dubuque, 11th November, 1857. These prices have since been reduced from 20 to 25 per cent.

1st clear lumber, ----	\$25 to \$40,00	Scantling (16 feet) ----	22,00
2d " " ----	30 to 35,00	" (18 and 22 ft.)	25,00
1st common boards,	22,00	Joists (16 feet) ----	22,00
2d " " ----	18,00	" (18 and 22 feet)	24,00
Sheeting, -----	15,00	Laths, per thousand ---	3,50
Flooring and siding,	25,00	Shingles, " " ---	4,50 to 5,00
Fencing (16 feet),	20,00		

Knapp, Stout & Co. are probably the largest lumber dealers in this place. They have now on hand at Dubuque about ten million feet, and at their mill in Wisconsin, about forty million. Their mill is capable of manufacturing about one hundred feet per day. Nearly all the pine lumber sold in Dubuque comes from the Wisconsin pineries.

There are many other large dealers in pine lumber here; among whom we may mention Booth & Shine; R. J. & L. M. Gibbs; Herron, Tomlinson & Co.; and Pelan & Anderson. Lumbert & Co. have in progress of construction a fine steam saw-mill at the mouth of the Catfish, in South Dubuque, which will be connected with the railroad track, and will thus have superior facilities for furnishing the Western trade.

Lime, Brick and Building Stone.

Limestone of the best quality, both for burning and for building purposes, is abundant in the eastern and central portions of the State; it is to be found in some places in the western portion, but it is not abundant. Clay suitable for brick is abundant in all parts of the State. The buildings in Dubuque are principally of brick, and many brick buildings have

been put up in the towns between Dubuque and the Missouri River. Buildings of brick cost but little more than of wood.

A splendid article of free stone, which has been mistaken for white marble, is found on the banks of the Mississippi at Winona, in Minnesota, about one hundred miles above Dubuque. This stone can be cheaply transported to Dubuque. Dr. Owen reports a similar quality of stone on the Des Moines, near Fort Dodge. The ledge is said to be six miles long, and inexhaustible. This stone must soon become as common in Dubuque and other towns in the west as brown stone is in New York.

Water.

A glance at the map will show that Iowa is one of the finest watered States in the Union; but persons unaccustomed to drinking limestone or hard water must be a little careful for the first few weeks, and not drink too freely. Change of water from hard to soft has the same effect. The streams and lakes are as clear as springs, and abound in delicious fish.

The Stock-Growing Business.

Northern Iowa is the finest field in the world for stock-growing. That portion from Cedar River to the Missouri, in particular, stands pre-eminent above all other countries as the best for the production of grass. The counties lying half way between the Mississippi and Missouri rivers would average from one to three tons of good hay to the acre. The grass is a good quality of what is called upland prairie grass. It is more nutritious than any of the tame grasses; cattle become fatter by pasturing on it. It is not as juicy as the different kinds of tame grass; cows that pasture on it will not give as much milk, but will accumulate more fat. When cut, it shrinks much less in curing for hay. It seldom heats. There is no dust in the hay. Horses that eat it never have the heaves. A horse that has the heaves, when brought to this country and fed on prairie hay, in the winter will be as exempt from heaves as he would be in summer-time in the East. The hay in appearance is green, and it smells much sweeter than tame hay. On the whole, it is superior either for pasturage or hay, for horses, cattle or sheep.

The yield of corn in central and western Iowa will average from 80 to 100 bushels per acre. The stalks grow very large. After the corn is picked, the farmers turn their cattle into the fields among the standing

stalks, which afford nearly all the feed that cattle get in the winter. This is common practice but is rather poor policy. The corn-stalks do very well so far as they go, but shelter, protection and a little corn-meal will do stock as much good in Iowa, in the winter, as in any other country. There is no country on earth that can compete with the region above described, in raising stock. Corn can be produced for five cents a bushel, and hay for the trouble of cutting. There are plenty of lands in that region of country belonging to speculators, on which settlers can pasture their cattle and cut their hay for several years to come. A farmer can buy a small piece, break it up and enclose it for the purpose of raising grain, etc., and the speculator will furnish the meadow and pasture and pay the taxes on it. A very great convenience to a new beginner in a new country.

The western prairies now feed not only the greater portion of the eastern States with beef, but send large quantities to the Old World. Beef is an article that will bear transportation, and uniformly brings a good price. The production of horses, sheep, wool, butter and cheese, for obvious reasons will be equally profitable; it is a business that recommends itself more strongly to the attention of the farmer than any other.

— • • • —

**The few Farmers of Iowa raise more Corn than the many of
New York and New England combined.**

By the census of 1856 it appears that Iowa raised 31,163,362 bushels of corn, while by the census of 1850 it appears that New York and all of the New England States put together raised only 28,034,256 bushels, as per the following table:—

Maine,.....	1,750,056	Rhode Island,.....	539,201
Massachusetts,.....	2,345,490	Vermont,.....	2,032,396
New Hampshire,.....	1,573,670	Connecticut,.....	1,935,043
New York,.....	17,858,400		
	<hr/>		<hr/>
	23,527,616		4,506,640
			<hr/>
			23,527,616
			<hr/>
Total.....			28,034,256

The corn crop is more valuable than any three crops raised in the United States. By the census of 1850 it appears that the corn crop was worth \$296,035,552, while the—

Wheat crop was worth	\$100,485,944	Sweet potatoes—worth	19,194,074
Cotton	“ 98,603,720	Buckwheat	“ 6,969,848
Oats	“ 43,975,253	Rice	“ 4,000,000
Potatoes	“ 25,319,158	Barley	“ 3,616,910
	<hr/>		<hr/>
	268,384,075		33,720,832
			<hr/>
			268,384,075
<hr/>		<hr/>	
Total, (corn excepted,)-----		\$302,104,907	

The corn crop is not only the most valuable but is the most varied in its use. It will make horses, beef, hides, tallow, wool, pork, chickens, turkeys, eggs, butter, cheese and bread. In most of these forms it will bear transportation to nearly all parts of the earth.

Gypsum as a Fertilizer.

Very large gypsum beds exist on the lands of the Dubuque and Pacific Railroad Company at Fort Dodge. This article it is believed will be found as useful as a fertilizer in Iowa as elsewhere. Potatoes, corn and grass will be benefited as much in this country as in any other, by its use, especially in the eastern portion of the state. Many persons when they first come to the country think that there never will be any use for manure on our lands, but experience has proved the contrary. No land is so rich *naturally* but that it may be benefited by the use of manure. In a dry climate like that of Iowa, gypsum will be found useful, it has a tendency to produce moisture; it will increase the potato, corn and grass crops very materially.

Dr. Owen in his geological report on Iowa, in speaking of gypsum beds says: “For thickness and extent this is by far the most important bed of plaster stone known west of the Appalachian Chain, if not in the United States. It is seen at intervals for three miles, exposed on both sides of the Des Moines, in mural faces of from eighteen to twenty feet, always overlying pink shale, from beneath which copious springs of excellent water issue. It has been traced in the ravines, back from the river, for nearly three-quarters of a mile, where it is finally lost under the deep alluvion of the vast plains that stretch away to the west. There is every reason to believe that it occupies an area of from two to three miles square, retaining an average thickness of twenty feet, perhaps double that at certain points.

“In mass, the plaster stone is white, with light shades of a yellowish gray color, running in horizontal streaks; in powder it is as white as flour.

the texture is fibrous; the horizontal face presents a stratified appearance. When ground or burnt it sets well, becoming hard in the course of a few minutes. Everywhere in the region of the plaster stone, the banks of the Des Moines are clothed with an extraordinary thick vegetation; indeed, the undergrowth and vines are so densely interlocked, that it is penetrated only with great labor."

The Value of Lands, the Future Growth of the Country, &c.

The price of lands in Iowa is low, compared with that of lands in the East, as will be seen by the following tables.

Statement showing the number of acres of improved and unimproved land, in farms, the cash value thereof, and the average cash value per acre, in each State. Copied from Abstract of U. S. Census, page 49.

States.	Acres of improved land.	Acres of unimproved lands in farms.	Total.	Cash Value of land improved and unimproved.	Average cash value per acre.
Maine	2,039,596	2,518,797	4,558,393	\$54,861,748	\$12.04
New Hampshire	2,251,488	1,140,926	3,392,414	55,245,997	16.28
Vermont	2,601,409	1,524,413	4,125,822	63,367,227	15.36
Massachusetts	2,133,436	1,222,576	3,356,012	109,676,347	32.56
Rhode Island	356,487	197,451	553,938	17,070,802	30.82
Connecticut	1,786,178	615,701	2,383,879	72,72,6422	30.50
New York	12,408,868	6,710,120	19,118,988	554,246,642	29.00
New Jersey	1,767,691	884,955	2,752,646	120,237,511	43.67
Pennsylvania	8,628,619	6,294,728	14,923,347	407,876,099	27.33
Delaware	580,862	375,282	956,144	18,880,031	19.75
Maryland	2,797,905	1,836,445	4,634,350	87,178,545	18.81
District of Columbia	16,267	11,187	27,454	1,730,460	63.03
Aggregate	37,351,206	23,429,581	60,780,787	\$1,562,797,831	\$25.71

Table showing the assessed value of property in each County in the north half of the State for 1857:

	Assessed value.	Average value of land per acre
1 Dubuque	\$16,453,155.00	\$18.96
2 Linn	5,886,651.00	no returns.
3 Jackson	5,314,761.00	8.96
4 Clayton	3,626,031.00	4.75
5 Benton	3,337,264.00	5.97
6 Jones	2,877,803.00	5.77
7 Buchanan	2,573,035.00	5.27
8 Black Hawk	2,221,883.00	4.66
9 Winneshiek	2,280,219.00	3.77
10 Fayette	2,158,042.00	3.22
11 Marshall	2,043,613.00	4.37

	Assessed value.	Average value of land per acre.
12 Tama.....	1,834,698,00	3,37
13 Alamakee	1,827,760,00	3,29
14 Bremer.....	2,064,803,00	6,49
15 Delaware	1,768,605,00	3,29
16 Chickasaw	1,602,904,00	4,54
17 Mitchell	1,488,886,00	3,91
18 Floyd	1,403,996,00	3,44
19 Hamilton	1,453,917,00	4,58
20 Boone.....	1,331,266,00	4,28
21 Story	1,381,658,00	3,43
22 Hardin.....	1,288,852,00	4,21
23 Webster.....	1,088,567,00	2,74
24 Cerro Gordo.....	1,000,026,00	2,77
25 Grundy.....	900,065,05	4,43
26 Franklin	831,029,00	2,75
27 Wright	802,879,00	3,19
28 Howard.....	680,695,00	2,94
29 Calhoun	272,695,00	2,79
30 Sac	237,501,61	3,19
31 Carroll.....	161,152,91	4,14
32 Kossuth	75,222,00	5,66
33 Humbolt.....	38,864,00	3,00
34 Butler.....	no returns.	

It will be seen by the above, that the average price of cultivated and uncultivated lands in farms in Northern Iowa is \$4,56; of course the lands cannot, as a general rule, be purchased at the assessed value, but in many cases the present occupants will take that price and go back into other counties and buy lands just as good of the United States for \$1,25 to \$2,50 per acre. This does not look much as though speculation had run mad in Iowa. Why should lands in Illinois be worth from \$16 to \$30 per acre in the neighborhood of Dixon and Pole, when the lands of Delaware are valued at \$3,29 per acre? Both places seek Dubuque as a market, both have railroad communications now completed, one has been inflated by a system of blowing and advertising, the other has not.

Those who think the price of land in Iowa too high, will do well to compare Iowa with eastern prices in the above tables.

With a good and healthful climate, good water, the endless millions of tons of coal, the inexhaustible fertility of the soil, the exemption from dependence and want, the ease with which building material, clothing and

food can be obtained, who will undertake to set limits to the future growth and prosperity of the West? Just so sure as less labor will produce a good living for a man in this country, than in the East; so sure will this country be sought as the home of many, until with giant strides it shall leave the East as far behind in point of wealth, population and prosperity, as it is inferior in natural advantages.

It is only a question of time, and a year is as long in this race as a century used to be.

The density of population, in a comparative point of view, must be determined by the comparative capacity of the country to produce those articles on which man subsists; this is true as to necessities and luxuries; the value of land must be determined by its producing energy; by the return it gives for labor bestowed. If one hundred bushels of corn can be produced here on an acre of land with one-quarter the labor that ten can in Vermont, then it is certain that the acre in Iowa is intrinsically worth more than the acre in Vermont.

This accounts for Iowa having a greater population when only ten years old, than Vermont and New Hampshire combined.

Health and Climate.

By the census of 1850, it appears that Wisconsin is the most healthy State in the Union; Vermont stands second, and Iowa third, as will be seen by the following table, copied from the Abstract of said Census, page 140:

Table of Deaths during the year ending June 1, 1850.

	No. of Deaths.	Ratio to the number living.
Maine, - - - -	7,544	1 to 77
New Hampshire, - - - -	4,268	74
Vermont, - - - -	3,132	100
Massachusetts, - - - -	19,414	51
Rhode Island, - - - -	2,241	66
Connecticut, - - - -	5,781	64
New York, - - - -	44,339	70
New Jersey, - - - -	2,241	76
Pennsylvania, - - - -	28,318	82
Delaware, - - - -	1,209	76
Maryland, - - - -	9,594	61

	No. of Deaths.	Ratio to the number living.
Virginia,	19,053	75
North Carolina,	10,207	85
South Carolina,	7,997	84
Georgia,	9,920	91
Alabama,	9,084	85
Mississippi,	8,711	70
Louisiana,	11,948	43
Texas,	3,046	70
Florida,	932	94
Kentucky,	15,206	65
Tennessee,	11,759	85
Missouri,	12,211	56
Arkansas,	2,987	70
Ohio,	28,949	68
Indiana,	12,728	78
Illinois,	11,619	73
Michigan,	4,520	88
Iowa,	2,044	94
Wisconsin,	2,884	106

By reference to the above table, it will be seen that one person in 55 died in the year 1850, in the State of Missouri; while in Iowa only one in ninety-four died. Of course it is reasonable to infer that Southern Iowa is somewhat like Missouri, while Northern Iowa, lying immediately west of Wisconsin, will be like Wisconsin, which is the healthiest State in the Union. The healthfulness of Northern Iowa and Wisconsin has been proverbial for many years. The following anecdote was current here some years since:—

Two gentlemen were discussing the subject, and remarking upon the probable longevity of the people living in this region; one asked the other what would be done with the old men provided that they lived so long as to cease to be useful, the other remarked you can send them down to Egypt (Southern Illinois) where I came from, they will soon go by the board there.

A majority of the people of New York and New England die with consumption, or some kindred complaint; in Iowa the climate is bright and dry; consumptive persons always receive relief, and sometimes are cured, by removal to this region.

The reader, by carefully studying the above table, can settle many puzzling questions in relation to the healthfulness of different localities in

the United States. This table might be extended to much greater length with much profit to the reader, and comparisons instituted between the United States and foreign countries; but it is sufficient to say that the per centage of deaths in the United States is about the same as in Europe.

It appears that the per centage of mortality in large cities is much greater than in the rural districts. New Orleans is the most unhealthy city in the Union; and New York, Philadelphia and Boston will average about one death for every forty persons in each year.

As a general rule, the average quantity of rain and snow in Iowa is much less than in New York and New England. There are much fewer clouds. The cold weather in winter is about the same as in the same latitude in the East; winter commences about the same time, but spring generally opens much earlier. The intense cold weather is comparatively short. For a period of years spring will average from two to four weeks earlier here than in Central New York. This difference is due to several causes. In the East the proximity of large bodies of water gives rise to an immense number of very dense clouds, that prevent the spring sun from having the same effect as is experienced in the West. Dubuque is only eight hundred feet above the Gulf of Mexico, while Central New York is from sixteen hundred to two thousand feet above the ocean; these circumstances, added to the warm quick nature of the Iowa soil, go far toward accounting for this difference. The heat of summer is much greater than in the same latitude in New York and New England, though a person may work in the open sun in Iowa when the thermometer is 100 degrees above zero more comfortably than he can when it is at 90 degrees in New York. An atmosphere saturated with water is more sultry and disagreeable with the thermometer at 90 than a dry atmosphere with the thermometer at 100.

Iowa has fewer Paupers and Criminals in proportion to the Number of Inhabitants than the East.

The following statement of facts is compiled from the compendium of the United States Census for 1850, and can be relied on as being strictly correct. Iowa in 1850 contained a population of 192,000; of that number 3 only were convicted of criminal offenses punishable by imprisonment in the penitentiary. This shows that only one in sixty-four thousand, was found guilty of a penitentiary offence. New York by the same census contained a population of three millions; of that number there were con-

victed of penitentiary offense, in that year, 10,279, which is one person in every 300 of the total population. Massachusetts contained 985,000 inhabitants, of whom 7,250 were convicted of penitentiary offenses; which is one in 139. But it may be said that these two States contain many large cities, and that the people in cities are more addicted to theft, burglary, &c., than people of rural districts. This may be true to some extent, but does not by any means account for the great disparity between Iowa and New York and Massachusetts. By the census of 1850, Vermont contained 313,000 inhabitants, of whom 79 were that year convicted of penitentiary offenses; which is one in 4,000. Vermont contains no cities as large as the largest town in Iowa. Dubuque is three times as large as any city in Vermont. Davenport, Muscatine, Burlington and Keokuk are each larger than any city in Vermont. Yet the proportion of criminals in Vermont is one in 4,000, and in Iowa it is only one in 64,000. Comparisons with like results might be instituted between Iowa and other Eastern States, but the above is sufficient to show the comparative exemption from loss by theft, and taxation for the cost of punishing criminals.

Like favorable results are obtained by comparison of the number of paupers.

Iowa, by the census of 1856, contained a population of 509,000, and had only 132 paupers, or one in 3,856 persons.

	Inhabitants.	Paupers.	One in
New York, by the census of 1850, contained	3,000,000	60,000	50
Massachusetts " " "	985,000	15,777	62
Vermont " " "	313,000	3,654	85
Connecticut " " "	363,000	2,337	155
Pennsylvania " " "	2,258,000	11,000	205
Virginia " " "	894,000	4,356	205

The same disparity exists between Iowa and the East with regard to the useless members of society, the drones, vagabonds, beggars, and others who live by their wits and sharp practices. The reason for this great disparity is, not that human nature is different in Iowa from what it is in the East, but that a small amount of labor will produce a larger amount of the necessaries of life in the West than in the East. A man who can make more by honest labor in the day time than he can by stealing at night, will not be a thief; and the same reason accounts for the comparatively small number of paupers, beggars and vagabonds. The contributions in the eastern country necessary for the protection of society from criminals, and the support of paupers, and the necessary donations for charitable purposes, are a very heavy tax, an excessive bore.

Our Market, Home and Foreign.

"The Dubuque Lead Mines" are, and always have been, the best market for produce west of Chicago. The flour of the upper country usually brings a better price in St. Louis and New Orleans than in Chicago. Flour can be sent from Dubuque to New Orleans in the winter for \$1,20 per bbl, and from thence to New York for 41 cents. Flour can be sent from Dubuque to New Orleans, when the navigation of the Mississippi is open, for about sixty cents, or to New York or Liverpool for one dollar. The same for a barrel of pork, beef, lard, lard oil, plaster of Paris, white lead, hydraulic cement, or any other article that can be put up in similar form, with but little regard for weight. It is bulk and not weight that counts in freighting upon the ocean, and that "inland sea, the Mississippi River." The Mississippi is the great natural outlet of two-thirds of Illinois, Wisconsin, Indiana, Ohio, and all the States on the west side of that River. The Railroads can carry the passengers, but cannot compete with the Mississippi for freight. Railroads and Canals are limited in capacity, but there is no limit to the amount of freight that the Mississippi can carry.

The same may be said of the great lakes and the St. Lawrence River. These, with the Mississippi, form the great natural arteries of commerce, for the continent of North America. The artificial small veins are well enough in their way, but should not be mentioned as competitors; they are only contributors, mere feeders.

These great natural arteries cost nothing to commence with. It costs nothing to keep them in repair. They are free to all. There is no limit to their capacity. Railroads and Canals are pop-guns, the Mississippi, the St. Lawrence and the great lakes are the big guns.

The price of freight will be greatly reduced in a few years, when tug boats will haul the freight in barges. The tugs will have no cabins, they will use coal, take a big load, and employ but few men. The present system of freighting on "floating palaces," costing \$40,000 or \$50,000 each, and a regiment of gentlemanly officers will be done away with. A hotel and a grocery should never be placed on top of a freight boat.

Freight from Dubuque to New York and Liverpool can be carried for eight months and a half in the year by water, and can be carried during the other three months, by using a short link of railroad.

Navigation closes about the same time, or a little earlier on the lake, than on the Mississippi. The Mississippi usually opens at Dubuque about the 7th of March. This is an average for the last fifteen years.

Lake navigation is not usually fairly open at Buffalo until about the 20th of May. This date is believed to be a fair average. The shippers from the ports on the Mississippi and the Lakes will stand on about equal ground in the fall. In the spring, the Mississippi has from two to three months the advantage. It is unnecessary to remind the reader that those who sell in the spring get the best prices.

Hence it will be seen that shippers from ports on the Mississippi have some advantages over those on Lake Michigan, as to the eastern and foreign market. As to the exchange for southern produce, the advantages are all on the side of the Mississippi.

A census of the steam marine of the United States was taken in 1851, in accordance with a previous act of Congress. The result shows that there was upon the Mississippi and its tributaries 558 boats, average tonnage of 273 tons; while the number of boats on the St. Lawrence, Lake Champlain, and all the other lakes, was 164 boats, of an average tonnage of 438 tons.

This shows a large preponderance in favor of the Mississippi. The steam marine of Great Britain is estimated to consist of 1,184 boats, with a tonnage of 142,080 tons; while the inland steam marine of the United States consisted, in 1851, of 766 boats, with a tonnage of 204,726 tons; showing that, exclusive of the steam tonnage of the Atlantic and Pacific sea-board, and the Gulf coast, the inland steam marine of the United States exceeds that of Great Britain and all her dependencies by 62,643 tons.—See *Hunt's Merchant's Magazine* for 1852.

The internal commerce of the United States is much greater than the foreign. The commerce of the Mississippi and its tributaries is the greatest internal commerce in the United States.

The interior towns will in a few years, as a whole, afford a better market than the cities on the sea-board. The great interior cities will be upon the lakes and the waters of the Mississippi valley. Cincinnati contained 115,000 inhabitants in 1850. It cannot be less than 175,000 now. St. Louis contains over 130,000; New Orleans not less than 150,000; Pittsburg and Louisville will not compare unfavorably with the larger lake cities.

The true history of the rise and prosperity of the cities upon the northern lakes would be regarded as fabulous in any country other than the West; but the palm belongs to the Father of Waters and its tributaries.

The Upper Mississippi is superior to the Ohio River, so must its future be in wealth, commerce and population.

Twenty-five thousand square miles, or a little more than half of the State of Iowa, is one vast coal field. This must afford fuel for a region of

country on the North seven times as large as the State of Iowa. There is no reason why Pittsburg should have the exclusive right to supply New Orleans and the lower country with coal. Iowa will be her competitor. Wisconsin and the country on the north will be to Iowa what New York and New England are to Pennsylvania; they must, while the world stands, pay tribute for fuel. Wisconsin will trade her pine lumber for our coal, our iron, our pork, our bread. They will trade because we want their lumber, and they our produce.

Fuel costs more than bread; the tens of thousands of miners who will work our coal mines, our lead mines, our zinc mines, our plaster beds, will make a great home market. The line of great cities on the Mississippi; the almost countless number of people who will man the water crafts on the Mississippi; will swell the crowd to an extent little dreamed of at present.

Dubuque is, and always will be, the great lumber depot for Northern Iowa. It furnishes the supplies for the Wisconsin lumbermen. It must supply the large number of boats that make this place their head quarters. These, with the lead mines and our young city, already make an extensive market, not only for the provisions of Northern Iowa, but produce is brought here from central Illinois; yet the market is not so glutted as to reduce prices here below what they are in Chicago. For the next few years, while we are building our railroads and opening the country, the market will be as good as the Chicago market, on an average.

A north and south railroad through the interior of Iowa, or Illinois, must do a good local freight and passenger business; such a road would build up some fine villages. A railroad along the bank of the Mississippi would do a rather small freight business for eight months in the year, but it would do a large passenger business. It would pass through a regular succession of large cities.

The country that is tributary to the Mississippi, for vastness of extent, for richness of soil, for mineral resources, and all that is calculated to build up and sustain a mighty empire, is without a rival on earth. He that runs may read, the fixed decrees of manifest destiny are plain. Is not here a broad basis on which to found a mighty superstructure? The finger of fate has stamped unrivalled success upon the future of this great valley. Other less important and less favored regions may for a time, by enterprise and perseverance, make a respectable show of rivalry, but the decrees of fate cannot be reversed. The facts and figures; the rich soil, the coal, the iron; the advantages of a home and foreign market; belong to the Father

of Waters. He who sticks his stake, and pitches his camp the nearest to his waters, will be the nearest to the center of the best country in the world, and to the best market in the west.

Population of Towns and Villages on the line of the Dubuque and Pacific Railroad from Dubuque to Sioux City, 1857.

Dubuque.....	15,957	By census of 1857.
Julien.....	100	Estimated.
Caledonia.....	150	"
Epworth.....	500	"
Farley.....	100	"
Dyersville.....	1,000	"
Nottingham.....	150	"
Manchester.....	600	"
Winthrop.....	20	"
Independence.....	1,400	"
Waterloo.....	1,600	"
Cedar Falls.....	1,500	"
New Hartford.....	300	"
Aplington.....	30	"
Ackley.....	30	"
Iowa Falls.....	500	"
Alden.....	500	"
Hawley.....	20	"
Webster City.....	1,000	"
Fort Dodge.....	1,200	"
Sioux City.....	1,600	"

Cheap Lands and Lots on Credit.

There was never as good a chance as the present to buy lands and lots on credit at low prices. A small payment in cash will secure a good bargain. Those who bought for actual use and settlement always did do well; those who buy on speculation must take the chances incident to speculation. It does not matter how good land may be, if it is not cultivated, it cannot be expected to return the owner an income.

Statement showing the number of Inhabitants in each County in the North half of the State of Iowa.—From the Census of 1856.

Alamakee, - - -	7,709	Grundy, - - -	435
Buchanan, - - -	5,125	Greene, - - -	1,089
Bremer, - - -	3,228	Hardin, - - -	4,033
Butler, - - -	2,141	Howard, - - -	444
Black Hawk, - - -	5,538	Jones, - - -	9,835
Benton, - - -	6,257	Jackson, - - -	14,077
Boone, - - -	3,518	Kossuth, - - -	397
Cerro Gordo, - - -	632	Linn, - - -	14,702
Chickasaw, - - -	2,651	Monona, - - -	459
Clayton, - - -	15,187	Marshall, - - -	4,460
Calhoun, - - -	119	Mitchell, - - -	1,901
Carroll, - - -	251	Story, - - -	2,858
Crawford, - - -	235	Sac, - - -	251
Delaware, - - -	8,099	Tama, - - -	3,520
Dubuque, - - -	25,871	Webster, - - -	3,088
Floyd, - - -	2,444	Wright, - - -	427
Fayette, - - -	8,357	Winneshiek, - - -	7,506
Franklin, - - -	780		

Iowa Compared with its Neighbors.—How Aunt Jonathan did for Sucker and John Bull.

Wisconsin and Minnesota will compare favorably with Iowa in point of health, and a portion of each as an agricultural country; but all things considered, neither will admit of comparison with Iowa.

Missouri and Iowa both have inexhaustible mines of iron, coal, lead, and other minerals that must for all time be a source of revenue. In this respect these States are nearly equal, Iowa however has the best soil, the best climate, is the most healthy and best watered. In coal and minerals Iowa is the superior of Illinois, though the latter has great resources of this kind. Iowa is better watered and more abundantly supplied with timber and coal than Illinois. As to health, Iowa has a decided advantage, although that portion of Illinois that lies east of Iowa is of course as healthy as Iowa, but that portion known as Egypt, which lies east of Missouri, is well known to be unhealthy. As to soil, the east one-third of Iowa and the whole of Illinois are much alike, but the western two-thirds of Iowa can only be compared with itself and portions of Minnesota and Nebraska.

Iowa is young, vigorous, and out of debt. Illinois and Missouri each owe a State debt of over eighteen millions of dollars.

In 1856 John Bull and Aunt Jonathan, in consideration that Illinois was a vigorous and *promising* young Sucker, loaned large sums of money to the State and to divers Railroads and corner lot Companies; but Sucker like most youngsters who are started with too much money, got drunk and made a fool of himself. Mississippi did the same thing, and plead drunk and repudiated. John and Aunt were both horror-struck at this manifestation of such a craven spirit under so specious a cloak of chivalry. The young Sucker struggled and sweat long and hard under a State debt of thirteen millions of dollars, when repudiation was suggested it was spurned with honorable indignation. In the meantime Iowa came into the Union with a Constitution that prohibited a State indebtedness of more than one hundred thousand dollars. The new Constitution will allow a quarter of a million. Many of the settlers left Illinois and located themselves in Iowa to escape heavy taxation.

Uncle Sam thinking it a pity that an honorable youngster should be forever crippled in consequence of one youthful indiscretion, granted him a large quantity of prairie land that nobody would buy for a dollar and a quarter per acre, although it had been in market for many years.

John Bull heard what Uncle Sam had done. John is one of the kind who will not loose one dollar, if he can get it back by putting in another and taking good security for both. So John and Aunt Jonathan came out to see about the old death. "Well young Sucker," says John, "Ow hare you." "Why," says Sucker, "I am heels over head in debt to you; I will renew the obligation to you; I will pay you as soon as possible; you see this land, Uncle Sam gave it to me because he could not sell it. I will not repudiate as Mississippi did." "Stop Sucker," says John, "don't mention Mississippi if you please, dem my cats if I have not considered Mississippi a dead nigger in a cole hole for these fifteen years, but Sucker you were speaking of the lands your Uncle gave you." Here Aunt Jonathan reminds John that people down in Connecticut are not used to hear swearing. John begs pardon. Sucker resumes: "I have the lands, but I cannot sell them unless you will let me have money to build my railroads, and to open up and develope the resources of the country; if you will do that I can sell these lands for from sixteen to twenty-five dollars an acre; we will make a big speculation, you can furnish the money and Aunt will do the wind work. "Yes Sucker," says John, "but did I not let you have the money once to build that road?" "Yes you did, but I was young then, I had no land, and but little discretion, you gave me no advice how to spend it, and I got on a spree; I have more experience now, I will take your advice, and will appoint Aunt trustee to see that none of the

"money is fooled away; we will do a 'heap better' this time; you see how good Aunt is, she don't swear, and the money would be safer than if it was in your own hands." "Well," says John, "I like your talk, don't you Aunt?" "I guess I du," is the reply, and John continues: "If there is anything that I admire, it is that stubborn grit that never yields, that won't repudiate, that will up and at it again. I think I perceive in this young Sucker an iron-sided open-handed honesty, and spirit that is animated with the pure essence of living ginger." Aunt says, "I guess there ain't no corn-meal in his ginger. Sucker is a good fellow enough, but he don't understand the nature of inventions as well as we do down east. Now it is agreed that I shall do the wind work and hold the money; there is one thing more I must insist on, and that is, that I shall manage the lands. I can get up a machine to lay them out into town lots, that will make all lots corner lots, and we will lay out all the lands except a quarter section in each township which we will reserve for farming purposes; we shall want some farmers to whom we can sell the other machines you know." "Agreed," says John, "Sucker ow much money will you 'ave?" "Well," says Sucker, "if I have any I must have enough to finish all the roads, there is no use in having only half enough as before. What use is there in having a road graded unless the iron is put on?" "Agreed! you shall 'ave all you want this time," says John.

Aunt Jonathan brought out the machine and laid out the corner lots; everybody in all Suckerdom went into the corner lot business. John Bull furnished the money for main lines, and connecting lines, and feeders, about seventy-five millions in five years. Money was plenty, land became worth from sixteen to fifty dollars per acre. Aunt Jonathan made merchants and speculators of all the Suckers; she sold them Champagne made of Jersey cider, Irish linen made of Alabama flax, and ginger-with corn-meal in it; high tide in all things was the order of the day. Aunt Jonathan sells out her interest in the speculation to John Bull at a high premium; John shuts down on the supply to Sucker; Sucker is soon hard up, high and dry, saddled with a State debt of over eighteen millions; John Bull is hard up too, but Aunt Jonathan reports her banks as strong, never having had over twelve or fourteen millions of specie before, now there is twenty-seven millions. Sucker has the machine and the debt. John Bull has the securities on the corner lots, and Aunt Jonathan has the specie.

In the meantime Iowa has not been spoiled in this way; lands as good as those in Suckerdom, are worth only five or six dollars an acre. Iowa is without a State debt, and like a poor boy without rich relations, is trying to work out a fortune in the old way, by hard knocks and industry.

It is quite evident that prices are too high in Illinois; that the people have been a little too fast; while it is equally evident that prices in Iowa are reasonable. Lands cannot remain for many years in Iowa as low as five dollars an acre, on an average, while in Illinois they are selling for from sixteen to thirty dollars an acre. One must be levelled down a little and the other levelled up.

Fencing.

Some farmers where timber is scarce make sod fence; it is cheap and answers a very good purpose when well done. Rail fences are much the most common. The timber of this country splits easier than in the east, it burns better, but is not generally as tough; it is drier and more inclined to be brashy, this is particularly the case with the oak that grows on the oak openings. Some farmers on the large prairies have no fence except around one small field in which they herd their stock at night; a boy with a pony and dog guard them through the day; the temptation for cattle to break into fields is small, when they are already in Ox Paradise.

The Osage Orange and board fences will soon supersede all others; the tendencies indicate this result. A very superior wire fence is made at Lowell, and perhaps in other parts of the east, which costs from one dollar to one fifty per rod. A section of land (640 acres) fenced with this at the highest price would cost only \$1920; at one dollar a rod it would cost \$1250. By the Code of Iowa, adjoining proprietors, who join fences, are bound to pay half; which would make the fencing cost but little over one dollar an acre even if the fence was brought from Massachusetts. Such a fence is hog and chicken proof. Wisconsin is as famous for tamarack as for pine; the former makes the best of posts, it being very durable; posts of this timber will soon be as common in the Dubuque lumber market as lath, pickets and fence boards are now. The supply is inexhaustible, the swamps of Wisconsin being filled with tall straight tamaracks, that are almost as beautiful and uniform as a lot of number-six candles.

Market for Produce, Horses, Cattle, &c.

The writer well remembers the time when the people of the east supposed that the market for all kinds of produce would be ruined by shipments of cheap provisions from the west, and that horses would be worth nothing after the railroads were built, but all experience proves the

contrary. The more railroads the higher the price of horses; the more produce, the more people live in big towns and make a market for the farmers. Large towns will grow up on the Mississippi and Missouri Rivers. The importance of these towns will be in exact proportion to the increase of the agricultural wealth of the country. The great fertility, capacity and extent of the country are an index to the future size and importance of the towns, and the consequent home market. When the country thrives, the towns and cities must prosper. The old rule, when we had no railroads, was, that large cities shall all be on the sea coast; but the effect of railroads will be to build up large cities in the interior. The internal commerce of the United States far exceeds the commerce with foreign nations. The interior now possesses many facilities for commerce that have heretofore been unknown. Cheap lands, cheap provisions, a good climate, good water, railroad facilities, fine navigable rivers, and other inducements to settle in the valley of the Mississippi, are but the sure guarantees of the unbounded growth and wealth of the towns and cities. In good times people come here to make money, in bad times they starve out in the east and come here to get something to eat and live comfortably. Some people live in the east because of their market; they eat all they can raise and thus always have a home market.

Northern Iowa—Its Railroads, Cities and Villages.

It is Northern Iowa that we attempt to describe in this work. We would by no means however have it inferred that Northern Iowa is the only place possessing such advantages. Southern Minnesota, with the exception of mineral, such as lead, coal, gypsum, iron, &c., is not inferior to Iowa; nor is the south half of Iowa inferior to the north in many respects. The north half of Iowa is a little the most healthy. In the north there are more cheap lands, as it is a newer country, the lands not having been so long in market. The Iowa Central Air Line Railroad is projected from Sabula, in Jackson county, to Maquoketa in the same county, thence as nearly as practicable on the 42d parallel to the Missouri River. The 42d parallel divides the north from the south half of the State. Some portion of this road is on one side of the line, and some on the other. Lyons, one of its termini on the Mississippi River, there being a branch to Lyons from the main road, is on the south side of the 42d parallel. Considerable grading has been done between Lyons and Maquoketa. The company has a grant of land from Congress, amounting to over 800,000 acres. The

lands are of a good quality; the country is well settled; in that respect it is in advance of the country along the line of the Dubuque and Pacific Road. As to quality of the lands and natural advantages, they are perhaps about equal.

Lyons is a flourishing city of about 2500 inhabitants.

Maquoketa is the next city of importance on the line of this road, and is about the same size. Maquoketa has more natural advantages than almost any inland city. It is situated on the south side of the Maquoketa river, near the forks. Between the forks, there is one of the largest bodies of timber in the State of Iowa. Good water power, good and beautiful lands, and a densely settled country, are the chief characteristics of the place.

Anamosa is the next village of importance on the Central road; it is the County Seat of Jones county, and is situated at the point of junction of the Iowa Central and Dubuque Western Railroad. It is a thriving town of some 1500 inhabitants, is surrounded by a good country, and is in the immediate vicinity of a very large body of timber. It is destined to become a place of importance.

Marion is the county seat of Linn county; half of the village is in the north half and the remainder in the south half of the State. It is a handsome and thriving inland village. Linn county is second to no county in the State as a farming county, it has been settled many years; many of the inhabitants are wealthy.

The city of Cedar Rapids is situated in the same county, on the Cedar River; is near the line, and is in the south half of the State. It has the advantage of one of the finest water powers in any country. It is surrounded with a country unrivalled for beauty and fertility of soil. The Iowa and Nebraska Railroad is projected from Clinton, two miles below Lyons on the Mississippi, by way of Cedar Rapids. That road is now open to Wapsie, forty miles, and is partly graded from there to Cedar Rapids.

Vinton, the county seat of Benton county; Toledo, the county seat of Tama; Marietta, the county seat of Marshall; Nevada, the county seat of Story; Boonsborough, the county seat of Boone; and Jefferson, the county seat of Greene, are all flourishing towns, on or near the line of the Iowa Central Railroad.

Sabula, on the Mississippi River, sixteen miles above Lyons, is a town of 1000 inhabitants. It is opposite the terminus of the Racine and Mississippi Railroad, and is the terminus of the Dubuque and Bellevue Railroad.

Bellevue, the county seat of Jackson county, is handsomely situated on the Mississippi river; has a fine water power, and is surrounded by a rich and densely settled country. It contains about 1200 inhabitants. It is within the lead bearing region, though but little mining has yet been done in that vicinity. The business may, and probably will at some future day, be very profitable. Bellevue is on the line of the Dubuque and Bellevue Railroad. This road is projected from Dubuque by the way of Bellevue to Sabula, along the immediate shore of the Mississippi. The road is very straight and level. The company has procured about half of the means to construct it and will proceed with it as soon as sufficient means can be raised to build the road without indebtedness. Considerable grading has already been done between Dubuque and Bellevue. It will form a short line to Lake Michigan by way of the Racine and Mississippi road, and will form a link in a road which in a short time will run its whole length on the Mississippi from Dubuque to St. Louis. Such a road will run through a succession of cities, and will consequently be a first class passenger road.

City of Dubuque—Railroads, &c.

Dubuque is the largest city in the State, and is eight times as large as any city in the north half of the State. It is the western terminus of the Galena and Chicago, and the Illinois Central Railroads; also of the Southern Wisconsin and Milwaukee, Madison and Watertown Railroads. It is the eastern terminus of the Dubuque and Pacific, and of the Dubuque Western Railroads from the west and south-west; and the southern terminus of the Dubuque, St. Peters and St. Paul Railroad, and Dubuque and Turkey Valley Railroad from the north-west and north. It is the head-quarters and principal starting point for the steamboats on the Upper Mississippi.

The Dubuque and Pacific Railroad is completed from Dubuque to Nottingham, 38 miles; and will be open by the first of May to Manchester, 47 miles. It is about one-third graded from Manchester to Independence; and considerable grading is done from Independence to Cedar Falls, in all one hundred miles. The Company has a land grant from the United States, of 1,251,040 acres. These lands contain coal and gypsum in abundance, of a superior quality. The Company have also acquired by donations from the different villages on the line, over 7,000 town lots, which at an average of \$140 each, are worth over one million dollars. The lots and lands are ample to secure the construction of the road. Numer-

ous villages are springing up on the line of this road, as it were almost by magic; Epworth, Dyersville, Manchester, Independence, Waterloo, Cedar Falls, Iowa Falls, Alden, Webster City, Fort Dodge, Cherokee and Sioux City, are among the most important. The population of most of these places is given in another part of this work. The Dubuque Western Railroad is projected from Farley on the Dubuque and Pacific Road, 23 miles west of Dubuque; thence to Anamosa, 31 miles from Farley. Over two-thirds of this road is now graded, and ready for the iron; track laying will be commenced in the spring. L. H. Langworthy, President of the road, in a speech at Dyersville on the 2d of January, on the occasion of the opening of the Dubuque and Pacific Railroad to Nottingham, promised the company an excursion to Anamosa on the 4th day of July next, and present appearances seem to warrant the belief that he will be able to fulfil the promise. This road is a work of great importance for Dubuque; its construction has been pushed with a determined vigor, that is worthy of imitation by the Dubuque, St. Peters and St. Paul Railroad. The city of Dubuque voted to aid the construction of the Dubuque, St. Peters and St. Paul Railroad, by an issue of bonds of \$250,000, at the same time that a similar amount was voted to the Dubuque Western, and has since voted \$500,000 more. This road will form a junction with the Dubuque and Pacific, at some point beyond Dyersville, and will run in a northwesterly direction to the State line, where it will meet a Minnesota land grant road, running thence to St. Paul. This work is second only in importance, to the Dubuque and Pacific; it has always been a popular favorite with people of Dubuque as may be seen by the lavish manner in which loans have been voted to it. Great hopes were entertained of its immediate construction when the first issue of bonds was granted; it was believed by the people that it would be constructed much more rapidly than the Dubuque Western, which was looked upon with less favor. It is hoped by many that it will be commenced, at least as soon as the Dubuque Western Railroad is completed.

The exact line of the road not being determined, it is impossible to mention the towns and villages through which it will pass. Fayette and West Union are flourishing towns in Fayette county; but they may or may not be on its line. Osage, Chickasaw, Bradford, St. Charles and many other important villages in the north are candidates for a lift by the construction of this road; these places are settled by an enterprising people and possess many advantages.

The McGregor Railroad is projected from McGregor west; it will form a continuation of the Milwaukee and Mississippi Railroad, which is now completed to Prairie du Chien. McGregor is immediately opposite Prairie du

Chien, on the Mississippi, and is a place of much business and enterprise, more so than any town in Iowa, north of Dubuque. Great hopes were at one time entertained that a land grant would be made to aid in the construction of this road. It was asked for by a resolution of the Iowa Legislature, and would doubtless have been obtained, but for the influence of the friends of the Iowa Central Air Line Railroad in Congress. The friends of the Air Line controlled strength enough to defeat the grant, unless the McGregor road was stricken out and the Air Line inserted. The Legislature has again memorialized Congress on the subject of a land grant to aid the construction of this road, and it is probable that the application will be successful at the present or next session of Congress. Grading has been commenced on the line of the road, and is being prosecuted notwithstanding the hardness of the times. John Thompson, the President, is a gentleman of great wealth and perseverance, and was never known to fail in any enterprise in which he engaged. The road is projected through a region of country not inferior to the best part of Iowa. It is settled by a people who appreciate schools, railroads and public enterprises a little better than some of their more southerly neighbors. Guttenburg, Elkader and Garnaville are thriving towns in Clayton county. The county is very rich, rather uneven, well watered, and well timbered. Lead ore is found in the eastern portion. As a whole it is one of the finest counties in the State. The Dubuque and Turkey Valley Railroad is projected from Dubuque through the Turkey Valley. Two hundred thousand dollars in city bonds have been granted to aid in the construction.

For cheap lands, good country, and beautiful climate, we know of no country that we could commend to emigrants more heartily than the country from the Dubuque and Pacific Railroad north to the State line; more than a million acres of Government lands remain unentered north of the Dubuque and Pacific Railroad, which will be subject to entry the coming spring.

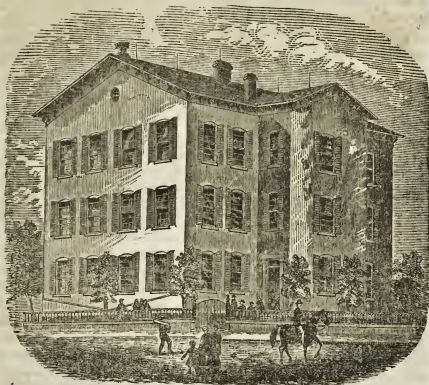
Value of Property in Iowa.

The following named counties are the ten most wealthy counties in the State, as shown by the Auditor's report for 1857, just published:

1	Dubuque,	-	-	-	-	-	\$16,453,155.00
2	Lee,	-	-	-	-	-	12,132,788.00
3	Scott,	-	-	-	-	-	8,685,813.00
4	Muscatine,	-	-	-	-	-	7,659,640.00
5	Des Moines,	-	-	-	-	-	7,527,738.00

6	Clinton,	-	-	-	-	-	\$6,889,965,00
7	Polk,	-	-	-	-	-	6,220,418,00
8	Linn,	-	-	-	-	-	5,886,651,00
9	Johnson,	-	-	-	-	-	5,834,596,00
10	Jackson,	-	-	-	-	-	5,384,761,00

Education and Schools.



WARD SCHOOL HOUSE.

Iowa has the most liberal school system of any State in the Union. We give a cut of one of the Ward School Houses in Dubuque. Three such buildings have been erected in that city within two years past, at a cost of \$25,000 each, and are well finished with all the modern improvements as to arrangements, ventilation and furniture. They will accommodate seven hundred pupils each. They are entirely free, and are of such a character as to supersede the necessity of private schools. A High School, also free,

will be opened to complete the city school system. Two of these schools, now in operation, have one male principal each, and eleven female teachers, all well qualified. The average daily attendance of pupils in the Third Ward school for the last four months has been about 670. The education of the children at these schools is not interfered with by the "hard times" that may affect the pockets of their parents, as the expenses are defrayed by a general tax and by State funds.

The Dubuque Female College is also a beautiful edifice, and is in a prosperous condition. Public schools are established in all the principal towns in the organized counties, and in many places academies and high schools are also in operation. The educational wants of a community are of paramount importance. Through the liberal policy of the General Government, in granting a portion of the public lands for school purposes, and the addition to the school fund by the State of Iowa, the advantages of popular education are already nearly equal to the Eastern States. Most of the immigrants have brought with them their spirit of educational progress, and the intellectual and moral development of the people in the West is rapidly becoming equal to that of the masses in the older portions of our country. Emigrants may be assured that good schools and organized churches are to be found in every village of any importance in Northern Iowa. Several colleges are also well endowed and will soon be prepared to give a thorough course of collegiate instruction.

Communications.

The following letter is from Rev. H. W. Reed, who has been for many years Presiding Elder in the Methodist Church, over a large district of country, which has afforded him superior advantages for forming a correct idea of the country. The character and standing of this gentleman is too well known both East and West to need endorsement. No man has a more thorough knowledge of the West, and no man's statement can be entitled to more credit:

EPWORTH, December 6th, 1857.

DEAR SIR:—I am pleased indeed to learn that you are about issuing in pamphlet form, some valuable information concerning the resources of our State, especially the northern part of it. It is now over twenty-two years since I crossed the Mississippi, and first became a citizen of Dubuque;

since that, the larger part of my time has been passed in Northern Iowa, though I have lived as far north-east as Green Bay and south-west as Iowa City. Having in addition to my residence here, been called to travel quite extensively in the prosecution of my work, through the north half of this State especially, I am persuaded that any person who will give a true history of the advantages possessed in this part of the country, will confer a lasting benefit on thousands of his race. I have been fully convinced for years, that especially for young persons just commencing in the world, and even those of more moderate means, there are advantages here, which can be obtained no where else.

. Our natural advantages, such as soil, which is as good for all farming purposes as we could desire; our beautiful prairies, so easy of cultivation; our large supply of wood and coal; our abundant and pure streams of water, affording as they do an ample supply for both farming and manufacturing purposes; our almost entire freedom from any prevailing diseases; for although our south line joins us to Missouri, and consequently our southern border is more or less unhealthy, yet as a State, according to the best information, we are among the most healthy in the Union; in addition to the foregoing our comparative freedom from crime and the abundant supply of the means of education and religion, offer advantages to the enterprising and virtuous emigrants that can hardly be looked for elsewhere, at least they will not be found on such safe and easy terms. I may add that the present financial embarrassment of the country, points to this as an especially favorable period for the settlement of this country, for while other parts yield comparatively little remuneration or even living employment, there is an abundance to be done here. Again, land that but a few months since was out of market or held at exorbitant prices, can now be had on the most reasonable terms. I learn that thousands of acres are now for sale at from one, to three dollars per acre, and well selected land too, and land as good indeed, as any need wish to own.

When we look at the above facts and again at the ample provision made by the State for common schools, as well as the State University, also the number of high schools in operation or going up under the auspices of the different denominations of Christians, with religious worship in almost every neighborhood of the State, and in addition to all our almost unparalleled arrangements for public improvements, now being rapidly developed, with the fact that probably two-thirds or more of the north half of the State is as yet unoccupied, all can but conspire to render this eminently encouraging to the emigrant as a place of destination.

I would most heartily second any laudable effort made to engage public

attention in this direction, eonscious that as thousands now thank the friend who induced them to settle here, others will do the same to you in future time.

Yours,

H. W. REED.

OHIO STOCK FARM, BEAR GROVE, BUTLER CO., }
 March 8th, 1858. }

DEAR SIR:—Yours of late date, making certain inquiries in regard to our stock and country, is received. We placed upon our lands (numbering 8,000 acres) last year, about 110 head of breeding stock—cattle and horses. We have a herd of short-horn Durham cattle, numbering over seventy head, nearly all of which are thorough bred, with pedigrees recorded in the American Herd Book. We find the climate and grasses to agree admirably with our cattle stock, producing a rapid growth and full flesh.

We have wintered our stock on the native hay of the country, and find it clear of dust, and nutritious. Our stock has wintered easily, and young calves have seemed to do remarkably well.

Our horse stock numbers some thirty head. Our breeding horse is of the Black Hawk family, on the sire's side; dam by the thorough-bred horse "Pirate," thus tracing in the third cross to imported Diomedé. His sire, "Champion Black Hawk," was a prize winner, in the largest sense, having won first prizes at State Fairs of Pennsylvania, Virginia and Ohio; at the Penn. and Ohio horse show the first prize (\$100), and again with five of his colts the \$100 prize at Ohio Fair, at Cleveland, 1856, as showing the best five colts, against nine competitors. The horse now in our possession, being the oldest of the five, and winning on his individual merits, at the same time, the first prize, as the best three year old for all purposes.

Among our mares and fillies, designed as brood mares, we have six belonging to the Black Hawk and Morgan families, the get of "Flying Cloud" and "Green Mountain Morgan."

Our location is due west from Dubuque, 135 miles, and five miles north of the route of the Dubuque and Pacific Railroad.

The country is rich in quality of soil, rolling and well watered by springs and streams, and in point of health it cannot be excelled. It must be a good country indeed, that admits of bringing to a new farm, the first year, over one hundred head of cattle and horses, and upon new land, producing feed and hay nearly enough for the first winter's use. This we have done with scant help, besides having erected two dwellings, (one of which is of brick,) and stabling for our entire stock.

One great desideratum in opening up a new country, is the accompani-

ment of health. This is vouchsafed to the pioneer here, and also in no less degree to his cattle. It is only in a healthy locality that stock-growing can be successfully prosecuted.

This is a favorable year for emigrants, as feed and provisions are abundant and cheap.

G. SPRAGUE.

Fruit and Fruit Trees.

The following letter from Judge Doolittle will be read with interest and profit by those who wish to raise fruit. It demonstrates one fact that all should know, and that is the trees brought from other States, are not likely to do well here. Beech and hemlock timber grow well in New York and New England, but neither will grow here. The soil and climate are not adapted to the growth of these varieties of timber. Sweet potatoes and many varieties of corn and vegetables grow here that cannot be produced in the Eastern States. This principle applies to fruit trees. There is no doubt but Iowa will be one of the first fruit growing States in the Union, the success in growing grapes has more than met expectation.

SILVER LAKE NURSERY, DELHI, DELAWARE CO., IOWA. }
January 15th, 1857. }

SIR:—In answer to your inquiry about fruit trees in Northern Iowa, I give you the following facts:

In the spring of 1851, I planted three bushels of apple seeds in this place which was the starting of Silver Lake Nursery, and I have planted from one to three bushels nearly every spring since that time, and in the spring of 1856 there were twelve bushels of apple seeds planted in this county by myself and others; and among all that have been planted from first to last I have known of but about two bushels that have failed and they were destroyed by worms when they first came up.

I have grafted between five and six hundred thousand apple trees since I began the business in this place, the most of which have been set out in Silver Lake Nursery; and there are now about three hundred thousand grafted trees growing in this nursery, and about one hundred thousand are now of suitable size and condition for setting into orchards; many of which bore fruit last season. The quality of the fruit exceeded the expectation of all who saw it.

I am aware that there is an impression prevailing in some portions of the east that fruit trees will not stand our winters, which to some extent

is correct but to a greater extent is erroneous. There are some varieties that flourish well east of this and do not succeed here, and there are also some varieties that do well here that do not flourish East, which depends upon the nature of the tree, climate, &c.

The following are a few of the many varieties of apple that flourish well in this country, and have stood the test of the last two winters; which test I think sufficient to satisfy any reasonable man who knows what excessively cold weather we have experienced:

Yellow Pippin,
Black Callville,
Striped Jenating,
Roxbury Russett,
Pound Sweeting,
Gables Russett,
Gunions W. Sweet,
Princes Fall Pippin,
Twenty Ounce Pippin,
Princes Early Harvest,

Early Red Margaret,
Russel's Sweet,
Summer Rose,
Bellflower,
Malmon's Sweeting,
Yellow Harvest,
Sally's Good Sort,
Early Harvest,
Pearmain,
Corner Tree.

Some varieties of pears and cherries do well and others fail, the common red sauce cherry does better here than east.

Plums, grapes, gooseberries and currants flourish well here.

Peaches are a failure here for common field culture, but may be raised with proper care.

There are nurseries in this county in the timber and on the prairie, all of which succeed well. I have not known any nurseries in this vicinity that winter killed (except a few tender varieties) which is not unfrequently the case in Wisconsin and Northern Illinois, but it is a very common thing for young orchards to winter kill that are set from trees brought from a distance, and more particularly if brought from the south, and nearly all who have tried it will sustain me in this assertion, and it is from this fact alone that Northern Iowa has got the reputation of being a poor fruit country.

From twelve years experience and a close observation in the nursery business (five years in Michigan and seven years in this place,) and from an extensive correspondence with other nurserymen in the West, I have come to the conclusion that Northern Iowa is equal to any of the Western and North-western States for quality of fruit, and fruit trees are less liable to winter kill here than in Wisconsin and Northern Illinois, but more likely to winter kill here than in Southern Michigan, Ohio and Indiana.

Respectfully Yours,

F. B. DOOLITTLE.

Webster County and Fort Dodge.

This county contains 460,800 acres of land. About one-tenth of this land is timber, and the balance prairie.

The climate, soil and water of this county are unsurpassed. The Des Moines River passes through the entire length of the county from north to south near the center, affording a great number of excellent water powers, and, with its tributaries, affording great abundance of water for farming purposes. The Des Moines valley is noted for its fertility throughout the Union, and Webster county is second to none in its intrinsic wealth.

It affords an excellent opening for immigration. The present population numbers about 5,000, and the lands west of the Des Moines River, along the line of the Dubuque and Pacific Railroad, are open for pre-emption, never having been brought into market. Abundance of stone for building purposes is found along the Des Moines river.

The opening for farmers and mechanics of all kinds, is not surpassed in the West. Labor of every description brings a high price, and the county has a full supply of provisions to support its own population, and a large immigration in the spring.

Fort Dodge is the county seat of this county, and the Government Land Office is located here. It is beautifully situated on the east side of the Des Moines river, on a platform of prairie land, facing the south-west. The town is built on this table, about sixty feet above the river, and extends back to the level of the prairie about one hundred and fifty feet above the river.

The line of the Dubuque and Pacific Railroad is surveyed and located along the south side of the town. At the base of this table of land, springs of pure cold water flow out in great abundance.

The population of Fort Dodge is about 1,200. Building was commenced in the fall of 1855, and during the past season several fine brick dwellings and business houses have been erected, that would be an ornament to any eastern town. No inland town in the West can enumerate as many natural advantages as this thriving young city.

The mineral resources of this vicinity can only be appreciated by personal examination. Coal is abundant. In the west bank of the Des Moines river adjoining the town, and within eighty rods of the place selected for the depot of the D. & P. R. R., are found three strata of bituminous coal; the upper stratum is three feet in thickness; the second from forty-five to fifty-five inches; and the lower stratum is on a level with the river, and the thickness is unknown; but the quality of coal is equal to

any bituminous coal in the United States. The upper stratum is far superior in quality to the Illinois or Missouri coal, the second stratum is now worked, and, from it the town is supplied with fuel, as also the blacksmiths in the town, and for twenty miles distance. The blacksmiths use it entirely for their business, and pronounce it equal to the best quality of Pennsylvania coal.

This coal is clear of dirt, and contains very little sulphur, and a portion is entirely clear of it. This bank of coal is easy of access from the town, and a side track can be laid with but little expense to the mouth of this mine, a distance of about one-fourth of a mile from the Railroad depot. The coal mines of Fort Dodge bid fair to be the most valuable of any in the West.

Iron ore of an excellent quality is found in abundance in this vicinity. Several tons of ore have been mined on section 29, adjoining the town.

* *Plaster of Paris*, or gypsum, of the finest quality, is found in immense inexhaustible ledges, varying in thickness from three to thirty feet. This deposit of gypsum extends from a point about five miles south of the town to about one mile north, and is the only deposit of any extent west of Michigan.

Limestone, sandstone, hydraulic limestone, and a very good quality of marble, are found in great abundance at this place; there are not less than thirty stone quarries, containing the best quality of building stone within a circuit of five or six miles of the town. The grindstones for the use of the farmers in this section of the State are manufactured from this sandstone.

Clays of every description, from the fine potter's clay to the coarse, common brick clay, including fire brick clay, is found in inexhaustible quantities in this vicinity.

The country for one hundred miles north, up both branches of the Des Moines River, must be tributary to this point, and that most delightful country is open for pre-emption, and rapidly filling up with intelligent, hardy industrious citizens.

—J. F. DUNCOMBE.

N. B.—The description of the above county will give the reader a pretty good idea of Hardin and Hamilton counties, as they are very much like Webster. Iowa Falls and Alden are promising towns in Hardin county; and Webster City is scarcely behind Fort Dodge in natural advantages, and is a little ahead in enterprise.—[EDITOR.

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Catalogues of Lands, Descriptive Pamphlets, and other documents of the Association will be sent, gratis, by mail, to the address of any person, upon the receipt of an inclosed stamp, for return of postage.

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